

"Family Economics" Seminar Begins August 7; Course Enrollment Limited

The second seminar to be offered at Lago this year will begin August 7. The course, entitled "Family Economics", includes such specific areas as family budgeting, home ownership, insurance, personal investment, and retirement planning. Teaching the course is Dr. Robert Henderson, present Chairman of the Department of Business Administration at Bowling Green University.

The four-week course, scheduled for August 7 to 31 and open to all employees, will be given in two groups, one group meeting Monday and Wednesday and the other on Tuesday and Thursday. Each session will be two hours long and will be held after working hours.

Since it will be necessary to do an amount of pre-course reading, participants are requested to enroll as early as possible. This can be done by calling E. M. de Kort on 2791, in Room 184, General Office Building, for a copy of the course textbook and an application form. Enrollment forms are also available on bulletin boards in the Marine Office, Zone 1 Office, Storehouse, G.O.B., and Hospital. Class size is limited, and enrollment will be handled on a "first come, first served" basis.

The program is sponsored by the Seminar Committee and will be administered under Lago's Educational Refund Plan. This means that 2/3 of the total cost of the seminar will be absorbed by the company, and 1/3 be shared by the participants.

Dr. Henderson is listed in Who's Who in America and has had consulting experience with such large companies as Boeing, IBM, Ford Motor Company, and Humble Oil and Refining Company. The areas of teaching he has spe-

cialized in are Management, Purchasing, Personnel, Industrial Management and Human Relations. A holder of three degrees, Dr. Henderson received his Doctor of Philosophy from the University of Pittsburgh in 1949. His other two



Dr. Robert Henderson

degrees, a bachelor and a master degree, are in the field of Business Administration. With such experience in the economic field, the course should prove of great value to those interested.

Report Your Change of Address As Soon As Possible

In order to continue receiving company mail, Lago employees and annuitants whose address has changed in the past year are requested to report the change to:

Miss M. H. Brouwer, PR/IR Department, Room 155, General Office Building.

At present, an amount of mail is being returned because of incorrect address.

Dos Empleado Ta Recibi Fls. 40 Pa Nan Ideanan Di CYI den Luna di Juni

Dos empleado a recibi cada uno 40 florin pa ideanan cu nan a manda aden den programa di Coin Your Ideas den Juni. Esunnan cu a recibi premio ta Feliciano Arends, asistente operador den Process-Utilities, y Louis D. de Cuba, welder A den seccion di Metal di Mechanical.

Sr. Arends a sugeri pa traha un pasada pa hende na pia na parti zuid di pomp di awa No. 1 pa paga candela, y extende te riba e muraja cu ta keda zuid di Pumphouse banda di Powerhouse No. 1. Trahando e pasada ey lo reduci distancia cu operador den pumphouse mester cana pa e jega na Evaporator Plant No. 1. Esey ta haci posibel pa e operador keda mas tempu na su puesto pa contesta jamada di telefon tocante operacion di pompan.

Sr. de Cuba su idea tabata pa pone proteccion permanente di riel rond dos buracu grandi den plataforma di Powerhouse No. 1. E plataforma ey, cu ta na un altura di 25 pia, ta traha rond di cuater boiler. Normalmente tin plancha di metal ta cubri e buracunan. Pero ora tin

(Continúa na pagina 4)

Reporta Cambio den Bo Adres Tan Pronto cu Ta Posibel

Pa por sigui recibi correspondencia di compania via post, empleadonan y pensionistanan di Lago kende nan adres a cambia den ultimo anja ta ser pidi pa reporta e cambio na: Srta. M. H. Brouwer, PR/IR Department, Cuarto 155, Oficina Principal di Lago.

Actualmente un cierto cantidad di carta ta ser manda back pa motibo di adres incorrecto.



SWAYING PALM trees rustle in the breeze greeting employees who enter newly decorated refinery entrance.

RUIDOS DI palmas den biento ta manera un saludo na empleadonan cu ta drenta Porta di refinaria cu a worde renobá recientemente.

Palm Trees, Fresh Colors, New Fencing Give Refinery Entrance a New Look

The entrance to the refinery recently acquired a "new look" and parking space for 188 non-company vehicles. At Gate No. 1 parking lot for 89 vehicles can be parked while the new parking lot opened near Gate No. 2 last month can accommodate 99 cars.

These recent additions in parking space serve to provide more parking space closer to employees' work location and to beautify the area near the main gate.

The parking lot at Gate No. 1 was extended with the area once occupied by the Reception Center. The area was repaved and the level was raised somewhat for better rainwater drainage. The old watching office and pay-booths at Gate No. 1 were also removed and the two columns on either side of the gate were lined with decorative furnace bricks. On the east column the letters "Lago" were placed and on the west column the letters "Es-

so", both vertically. A color combination of blue, white, green and buff was used. Palm trees planted near the entrance on green-painted pavement to give a lawn-like appearance complete the landscaping of this area as part of Lago's contribution towards the beautification of San Nicolas.

Two important signs can be noted at Gate No. 1: A 40-kilometer per hour speed limit within the refinery and a "No Smoking" sign.

The parking area at Gate No. 2, which is about half the size of a football field, is located where once the Employee Medical Center had been located. At a few minutes' walk from the official checkpoint to the refinery, this new parking lot represents a convenience to employees. Within the refinery on the south of this parking lot there is another parking area for 38 company vehicles.

Mata di Coco, Color Suave, Waya Nobo Ta Duna Entrada di Planta Bista Nobo

Entrada di planta poco dia pasá a hanja un "bista nobo", y ademas lugar pa 188 auto cu no ta di compania staciona. Na porta No. 1 89 vehiculo por keda stacioná, mientras e lugar di parkeer auto cu keda habrí luna pasá banda di Porta No. 2 ta tuma 99 auto.

E lugarnan pa pone auto cu keda recientemente na disposicion, ta duna empleadonan oportunidad pa stacioná nan auto mas cerca nan lugar di trabao y ademas e vecindario di entrada principal a keda mas bunita.

Espacio pa staciona auto banda di Porta No. 1 a bira disponibel caminda antes edificio di Reception Center tabata. Suela a worde asfaltá di nobo, y nivel di e lugar a keda mas haltu pa awaceru por core bai mas liher. Tambe nan a desbarata oficina bieu di watchman y oficina di paga

empleado banda di Porta No. 1, mientras e dos pilaarnan na kada banda di e porta a worde furá cu klinker decorativo. Riba e pilaar di pariba nan a pone e palabra "Lago", y na esun di pabao "Esso"; di tur e letter ta keda vertical. Nan a usa un combinacion di color blauw, blancu, geel y geel scur. Cerca di entrada nan a planta mata di coco, mientras e color berde di caja ta duna aparencia di yerba. Asina Lago a completa e obra di mehora vecindario di e porta principal, y tambe esaki ta compania su contribucion pa haci San Nicolas mas bunita.

Dos senjal importante ta poní na Porta No. 1: esta aviso di velocidad maxima den refinaria cu ta 40 km pa ora, y prohibicion di huma.

E lugar di parkeer na Porta 2 ta trahá unda Centro Medico tabata situá.



THESE TANKERS with bulbous bows are no unfamiliar sights in San Nicolas Harbor. (See page 3 for feature story on Marine operations).

E TANKERONAN aki cu punta manera bombilia dilante ta un vista familiar den Haaf di San Nicolas. (Mira pagina 3 pa storia di operacionnan di Marina).

Dalton Kerr Ta Regresa Di Encargo na Refineria Castellon Nobo na Spanja

Despues di a cumpli cu un encargo di 18 luna na e refinaria nobo di Castellon na Spanja, Dalton Kerr poco dia pasá a bolbe den Process-Engineering. Como asistente di e Superintendente Tecnico y Comercial, e tabata pa major parti encargá cu entrenamento di ingenieronan Spanjón den manera di Jersey pa desarolja organizacion di e departamento Tecnico y Comercial.

Otro empleadonan di Lago trahando riba e proyecto Castellon cu el a contra na Spanja ta Jim Lopez, antes den Instrument Department, Rudy C. Bergfield, antes superintendente di Mechanical Division, Jim Brannon cu a jega di traha como supervisor regio-

(Continúa na pagina 2)



PUBLISHED EVERY OTHER FRIDAY AT ARUBA, NETHERLANDS ANTILLES.
BY LAGO OIL & TRANSPORT CO., LTD.

Printed by the Verenigde Antilliaanse Drukkerijen N.V., Neth Ant.

E. Villanueva, Editor

L. I. De Lange, Publications Asst.

J. M. De Cuba, Photographer

A. Werleman, Associate Editor

Be Conscious of Children's Curiosity; Keep Drugs, Chemicals Away From Them

Failure of adults to protect children against the obvious dangers of drugs and chemicals is a serious problem, warns the National Safety Council, which adds that some 300 children under the age of 5 die each year from poisoning.

The Council urges parents to follow these rules to help prevent their children from becoming poisoned:

- Keep all drugs and medicines far out of the reach of children — preferably under lock and key.
- Label all containers. Mark prescriptions with date, dosage and the patient's name.
- Do not keep cleaners and other toxic chemicals in the medicine cabinet.

- Pour down the drain all old or unlabeled medicines. Never throw them in a wastebasket.

- Before giving or taking any drug, read the label in a good light.

- Paste the day and night phone numbers of your physician and druggist inside the medicine cabinet door.

- Never tell children that aspirin is "candy." (Large dosages of aspirin, taken secretly by children who think it's candy, can be deadly).

The Council says setting a good example is the most effective way to teach your children to practice good safety habits.

Corda Bon cu Mucha Ta Curioso; Tene Remedi y Producto Quimico For di Nan

Ta un problema serio ora mayornan lubida di proteha muchanan contra e peligro nan sigur di remedi y di substancianan quimica, asina e Consejo Nacional di Seguridad ta adverti. Nan ta reporta cu cada anja 300 mucha bao di edad di 5 anja ta muri di venenamento.

E consejo ta avisa mayornan seriamente pa sigi e sigiente reglanan pa evita nan yiu di ser envenená:

- Tene tur remedi y medicina leu for di caminda mucha por mishu cu nan; preferiblemente cera nan na jabi.
- Pone un etiket riba tur bleki y botter. Marca remedinan di recept cu e fecha, cantidad y nomber di paciente.
- No pone cosnan pa limpia cas of otro substancia venenoso den bo cashi di remedi.

nenoso den bo cashi di remedi.

- Basha afor den lavamano tur remedi bieu y esnan sin etiket. Nunca bo mester tira nan den bleki di sushi.

- Promer cu bo duna un hende un remedi of tumé bo mes, lesa kiko etiket ta bisa na un lugar cu hopi luz.

- Plak un papel den bo cashi di medicina, cu nomber y number di telefon di bo dokter y bo boticario.

- Nunca bisa bo yiunan cu aspirin ta "cos dushi." (Ora un mucha tuma demasiado aspirin, keriendo, cu ta cos dushi e ta, nan por muri).

E Consejo di Seguridad ta bisa cu dunando un bon ehempel ta e manera mas eficaz pa sinja bo yiunan com nan mester practica bon costumernan di seguridad.

Dalton Kerr Returns From Assignment With Spain's New Castellon Refinery

Completing an 18-month assignment on the new Castellon Refinery in Spain, Dalton Kerr returned to Process-Engineering recently. As the assistant to the Technical and Commercial Superintendent, he was chiefly responsible for training Spanish engineers in the Jersey approach and for developing the Technical and Commercial Department organization.

Other former Lago employees working on the Castellon project he met in Spain included Jim Lopez, formerly of the Instrument Department, Rudy C. Bergfield, a former Mechanical Division superintendent, Jim Brannon who had worked as a regional supervisor in Mechanical-M&C, and Dominico Britten, a regional supervisor in Mechanical who assisted in plant instrumentation at the Castellon Refinery.

A \$40 million grass roots project designed by Esso Engineering, Jersey Standard's newest refinery and its first in Spain has been turning out 60,000 barrels a day of refined petroleum products since it went on stream in March. The refinery is a joint venture of Banco Español de Crédito (Banesto) and Jersey Standard.

On the refinery's 500-acre site Banesto and Jersey Standard are now building a large chemical plant to produce caprolactam, the raw material that another company plant at Zaragoza, Spain, will use to supply nylon fibers to the Spanish textile industry.

The refinery's petroleum products include liquid petroleum gas (propane and butane), gasoline, jet fuel, auto diesel oil, fuel oil and bunker fuel. The refinery receives its crude from Libya and the Persian Gulf.

Five 30-Year Men, 4 Watch Recipients Are President Murray's Special Guests

Honored as special guests in President W. A. Murray's office this month were five employees who reached their 30-year mark with the company. They were: Maximo D. Kock and Francisco L. Lampe of Process-Oil Movements; Nicolas Everon and Cornelis Rosario of Mechanical-Pipe, and Peter J. Zagers of Process-Refining.

Mr. Kock is now Supervisor-Ship Operations in Process-Oil Movements. He spent all his 30 years in Marine and worked under twelve Marine managers. An oldtimer, he still remembers Captain Robert Rodger who was the first Marine manager. Probably the youngest employee to complete 30 years, Mr. Kock started as a messenger B in Marine in 1937 when he was 13.



M. D. Kock

Through selfstudy, Mr. Kock obtained his High School diploma from the American

School of Chicago, Illinois. In 1965, he was assigned for a six-week training with Creole, Esso International and Humble in New York in marine and ship operations.

Mr. Kock's residence is on Mount Scenery Street No. 12, at Lago Heights.

Mr. Rosario started with Esso Transportation on November 4, 1936 on Esso Lagunillas. He also worked on other Lake tankers and was a quartermaster when he transferred to Lago as a yardman in September, 1954.

Mr. Rosario is now a Pipefitter B in Mechanical-Yard. During the war, he served from 1940 to 1945 with the Coast Artillery, Searchlight branch, of the local army.

Mr. Rosario still vividly remembers life on the Lake tankers. He lives on Prins Bernhardstraat 157, San Nicolas.

Mr. Zagers joined the company on July 22, 1937 as a Process Helper D and spent all his thirty years in Cracking. A process shift foreman since November, 1963, he is now acting maintenance foreman for Cracking & Light Ends.

Mr. Zagers recalls that when he started work at 17, he wanted to take the next boat back to Saba. But it was not until ten years later that he saw his native island again. Some oldtimers he met who are still here are Process Manager G. L. MacNutt and Johannes H. Biezen, another shift foreman in Process-Refining.



F. L. Lampe

Mr. Lampe worked all of his thirty years in Marine. Until December, 1954, he had been with Shipyard, where he started in July, 1937. Since January 1, 1965, Mr. Lampe has been assigned as tugboat engineer and now works on Esso Oranjestad.

Through selfstudy at home, he acquired more knowledge of diesel engines. As a machinist A he recalls the former days when he had helped in overhauling and repairing diesel engines of the former Lake tankers. A big job was once accomplished when he had worked on an 18 feet long, 16 feet high and 8 feet wide main engine that had been lifted out of a lake tanker. Mr. Lampe lives at Moko 3, Noord.

A pipefitter A since November, 1946, Mr. Everon began as a Laborer D in the former Labor Department in April, 1937.

During his thirty years, Mr. Everon recalls having worked on all large projects, including the PCAR and Combination Unit projects. He lives at (Continued on page 4)

Dalton Kerr Ta Regresa

(Continúa di pagina 1)

nal den Mechanical-M&C, y Dominico Britten, supervisor regional den Mechanical, cu a asisti den trabao di instrumentacion di e Refineria di Castellon.

Siendo un planta di \$40 cu a worde trahá riba un tereno completamente bashi door di Esso Engineering, Jersey Standard su refineria di mas nobo aki y esun promer na Spanja ta produciendo caba 60,000 bari pa dia di produccion refina desde cu el a cuminsa traha na Maart.

E refineria ta un empresa conhunto di Banco Español de Crédito (Banesto) y Jersey Standard.

Riba e tereno di 500 bunder di e refineria, Banesto y Jersey Standard awor ta trahando un planta quimica grandi.

Curso di "Economia Casera" Ta Cuminza Augustus 7; Registracion Ta Limita

E di dos curso cu Lago ta ofrece e anja aki lo cuminza Augustus 7. E curso, jamá "Economia Casera", ta inclui topiconan manera: begroting di familia, propiedad di cas, aseguro, inversion personal, y planeamento di bo pensioen. Dirigente di e curso aki ta Dr. Robert Henderson, actualmente Presidente di Departamento di Administracion Comercial na Universidad Bowling Green.

E curso ta tuma cuater siman y lo core di 7 te 31 Augustus, y ta habri pa tur empleado. Lo tin dos grupo, un di nan ta reuni Dialuna y Dia-razon, e otro Diamars y Dia-huebs. Cada sesion lo dura dos ora, y lo tuma lugar despues di oranan di trabao.

Pasobra ta necesario pa

cursantenan leza un cierto cantidad riba e topiconan promer cu e curso cuminza, esnan cu kier participa mester registra mas pronto posibel. Ta posibel pa haci esey jamando na telefon E. M. de Kort, No. 2791, kende tin un oficina den cuarto 184 di General Office building, y pidié un ehemplar di e buki un tin texto di e curso y un forma pa registra. Tin forma pa registra tambe cologá na borchinan di aviso den Marine Office, Zone 1 Office, Storehouse, G.O.B. y Hospital. E cantidad di cursante den un grupo ta limitá, y registracion lo tuma lugar a base di "esun cu jega promer ta hanja lugar".

(Continúa na pagina 4)



LANDSCAPING AND new parking lot at Gate No. 1 (left) enhance appearance of main entrance. Additional parking facilities at Gate No. 2 overlook harbor area (right).



PALMAS Y color ta duna lugar di parkeer nobo na Porta No. 1 (robez) un bista mas agradable, mientras cu na Porta No. 2 e lugar di parkeer ta duna bista riba e seccion di haaf (drechi).

Millions of Tons and Guilders Move Through San Nicolas Harbor Each Year

San Nicolas harbor is the berthing place for over 1800 tankers and other ships each year. Four Creole tankers alone bring about 160,600,000 barrels of crude and other products to Lago a year. These four tankers, the Esso Caracas, Esso Maracaibo, Esso Amuay and Esso Caripito, are in the 36-39,000 dead-weight ton class.

Lago products are delivered to some 88 world markets by tankers sailing under flags representing most of the countries in the free world.

The largest tanker ever to call here was the MS VANJA of 71,200 DWT, 785 feet long and 121 feet beam. Another large caller was the Orion Hunter, 67,208 DWT. The smallest vessel calling is probably the Chemical Trader, 1396 DWT, 216 feet long.

Ships enter the San Nicolas Harbor through the west channel and sail via the east channel, both about 400 feet wide. With a minimum depth of 42 feet, ships can enter the harbor with a maximum draft of 39 feet and sail with drafts up to 41 feet. The harbor is capable of accommodating seven vessels simultaneously. Each of the three finger piers can accommodate two vessels, while one smaller tanker can berth at the No. 1 Gasoline Dock.

Ships enter and sail with the assistance of government pilots and two Lago owned 1600 HP tugs. Harbor traffic is controlled by radio-telephone between pilots, tugs and the Marine Operations Section in conjunction with a

closed circuit TV system which continually scans the harbor and reef area. Plans are being studied to replace the TV installation with radar equipment.

The large volume of shipping contributes significantly to the island's economy through the various services and supplies provided by outside contractors and suppliers. Payments for these services, including tug and pilot assistance, ship supplies and repair services, travel agents, medical fees amounted to over three million dollars during 1966.

In addition, each tanker has about 40 crew members. They represent thousands of potential buyers for San Nicolas businesses each year.

Directing the overall marine operations is Process Foreman A. W. Kelley. Supervisor of Ship Operations is Max D. Kock, assisted by shift supervisors and marine dispatchers. Responsible for handling all the administrative work are the Operations, Shift Documents and Ship's Personnel sections of Marine.

For direct assistance in berthing ships, Lago tug captains, with engineers and quartermasters, operate the "Esso Oranjestad" and "Esso San Nicolas". A. H. Hoo is port captain.

Working around the clock, a mobile gang of corporals and dock attendants take care of tying up the over 1800 vessels a year and handling loading and unloading lines.



E. Coffie is acting Port Captain.

E. Coffie ta Captan Interino di Puerto.



PROCESS FOREMAN A. W. Kelley (right) and Max D. Kock, Supervisor of Ship Operations, in Marine building.

FOREMAN DI Process A. W. Kelley (drechi) y Max D. Kock, Supervisor di Operacion di Bapornan, den edificio di Marina.



Ship Dispatcher L. Dirksz operates harbor TV system.



J. G. Croes



Documents Group Head J. Tromp.



J. A. Rodriguez (I), F. B. Croes.



D. Pieters (I), E. Wijdh.

Miliones di Tonelada y Florin Ta Move Tur Anja door di Haaf di San Nicolas

Haf di San Nicolas ta e lugar caminda cada anja mas cu 1800 tankero y otro barcu ta traca. Cuater tankero di Creole nan so caba ta trece 160, 600,000 bari di zeta crudo y otro productonan pa Lago den un anja. E cuater tankero aki, Esso Caracas, Esso Maracaibo, Esso Amuay y Esso Caripito, ta den clase di 36-39,000 tonelada di peso.

Productonan di Lago ta worde entregá na 88 mercado mundial pa medio di tankeronan cu ta nabega bao di bandera representando majoria di paisnan di mundu liber.

E tankero di mas grandi cu a jega di traca aki ta e m/n VANJA di 71,200 tonelada, 785 pia largu y 121 pia hanchu. Un otro barcu grandi cu a bishita aki tabata Orion Hunter di 67,208 tonelada. E barcu di mas chikito cu sa bini aki ta probablemente Chemical Trader, di 1396 tonelada, y solamente 216 pia largu.

Barcunan ta drenta haf di San Nicolas door di e canal pa West y ta sali door di e canal pariba. Tur dos ta 400 pia hanchu. Cu profundidad minimo di 42 pia, barcunan por drenta haf cu un calado maximo di 39 pia den awa salu, y nan por sali cu un calado di 41 pia. E haf aki por traca siete barcu huntu. Cada un di e fingerpiernan por recibi dos barcu, mientras un tankero mas chikito por traca na Gasoline Dock No. 1.

Barcunan ta drenta y sali cu asistencia di loodsman di

gobierno, y tugnan di Lago cu potencia di 1600 cabai. Trafico den haf ta bao control di radio-telefon entre loodsman, tugnan y Marine Operations Section, conhuntamente cu un sistema di television di circuito cerá, cual continuamente ta vigila haf y terenonan banda di rif. Tin plan bao di estudio actualmente pa reemplaza y sistema di TV door di sistema di radar.

E gran volumen di nabegacion ta contribui basta hopi na economia di nos isla, a travez di varios serviccionan y materialnan entregá door di contratistanan y comercio. Pago pa e serviccionan ey, inclusive asistencia di loods y tugnan, material pa barcunan y nan reparacion, cuentanan cobrá door di agencianan di biahe, gastunan medico, a monta na mas cu tres milyon dollar durante 1966.

Fuera di esey, cada tankero tin mas of menos 40 homber di tripulacion. Nan ta repre-

(Continúa na pagina 4)



C. A. Boekhoudt

Empleados di 30 Anja, Recipientes Di Oloshi Ta Huesped di President

E luna aki a recibi honor como huesped especial den oficina di Presidente W. A. Murray, cinco empleado cu a alcanza 30 anja di servicio cu compania. Nan tabata Maximo D. Kock y Francisco L. Lampe di Process-Oil Movements; Nicolas Everon y Cornelis Rosario di Mechanical-Pipe y Peter J. Zagers di Process Refining.

Sr. Kock actualmente ta supervisor di Ship Operations den Process-Oil Movements. Tur 30 anjanan na trabau el a pasa den Marine y el a traha bao di 12 Gerente di Marina. Como e ta un empleado bieu, ainda e ta corda Captain Robert Rodger cu tabata e promer Gerente di Marina. Sr. Kock, cu probablemente ta e empleado di mas hoben cu a alcanza 30 anja di servicio, a cuminsa como Messenger B den Marine na 1937 cu edad di 13 anja.

Sinjando su mes, Sr. Kock a recibi diploma di High School for di American School di Chicago, Estado Illinois. Na 1965 el a hanja un encargo di seis siman di trabao cu Creole, Esso International y Humble na New York, den asuntunan di marina y tratamiento di barcu.

Sr. Kock ta biba na Mount Scenerystraat 12, Lago Heights.

Sr. Lampe a traha tur su 30 anjanan den Marine. Te December 1954 e tabata cu Shipyard, caminda el a cuminsa traha na Juli 1937. For di Januari 1965 Sr. Lampe ta traha como maquinista di tug, y actualmente el ta traha na bordo di Esso Oranjestad.

Sinjando su mes na cas, el a hanja mas conocimiento di motornan diesel. Como Machinist e ta corda ainda dianan di pasado tempu cu e tabata yuda revisa y drecha motornan diesel abordo di Lago su tankeronan chikito. Un trabao grandi cu el a cumpli un dia tabata tempu cu el a traha riba un motor principal cu nan a saca for di un lake tanker. E motor tabata midi 18 pia largu, 16 pia haltu y 6 pia hanchu.

Curso di "Economia Casera" Ta Cuminsa

(Continúa di pagina 2)

Lago su Comision pa Cursonan ta patrocina e curso aki, y e ta cai tambe bao di e Plan di Reembolso Educacional. Esey kier meen cu ½ parti di costo di e curso ta keda pa cuenta di compania, y ½ lo worde pagá proporcionalmente door di cursantenan.

Dr. Henderson tin number ta parce den lista di "Kende te Kende" di Merca y e tin experiencia como consultor di compania grandinan manera Boeing, IBM, Ford Motor Company, y Humble Oil & Refining Company.

Topiconan di instruccion cu el ta duna ta den Gerencia, Cumpramento di Material, Personal, Gerencia Industrial y Relacionnan Humana.

Dr. Henderson tin tres grado universitario. El a bira Doctor di Filosofia na Universidad di Pittsburgh na 1949. Su otro dos grado, un di bachiller y un di maestro, ta den tereno di Administracion Comercial. Siendo un dirigente

Sr. Lampe ta biba na Moko 3, Nord.

Sr. Rosario a cuminsa traha na Esso Transportation dia 4 di November 1936 abordo di Esso Lagunillas. El a traha tambe na bordo di otro Lake tanker, y tabata contramaestre dia cu el a traslada pa Lago como yardman na September 1954.

Actualmente Sr. Rosario ta Pipefitter B den Mechanical-Yard. Durante gera di 1940 te 1945 el a sirbi cu Kustbatterij su seccion di zoeklicht den Schutterij.

Sr. Rosario ainda tin den su memoria com bida tabata na bordo di Lake Tankernan. E ta biba na Bernhardstraat 157, San Nicolas.

Sr. Everon, cu ta Pipefitter A desde November 1946, a cuminsa como Laborer D den e antiguo Labor Department na April 1937.

Durante su 30 anja di trabao, Sr. Everon ta corda cu el a traha riba tur proyectonan grandi, inclusivo PCAR y Combination Unitnan. E ta biba na Weg Seroe Pretoe 58-A, San Nicolas.

Sr. Zagers a drenta servicio di Lago 22 di Juli 1937 como Process Helper D, y tur su 30 anja di trabao el a pasa den Cracking. Desde November 1963 e ta Process Shift Foreman, y awendia e ta foreman interino di mantencion den Cracking & Light Ends.

Sr. Zagers ta recorda com el a cuminsa cu 17 anja di edad, y el a hanja gana di barca cu promer barcu bek pa Saba. Pero a tuma diez anja promer cu el a mira su isla natal trobe. Algun empleado bieu cu el a conoce y cu ainda ta cu Lago ta Process Manager G. L. MacNutt y Johannes H. Biezen, un otro foreman di warda den Process-Refining.

E cuater empleado cu a recibi oloshi pa nan servicio largu cu Lago for di Presidente Murray ta: Esmond G. Hodge, Medical-Hospital Kitchen; George A. Janson, Technical-Central Control House project; Louis D. de Cuba y Leonardo Winterdaal, tur dos di Mechanical-Welders.



GALES OF laughter rang over Baby Beach while some 250 Filomena College children (1 to 6 graders) spent a day as guests of Lago recently.

OFF-JOB Accident Rate Down in Jan.-June Period But Days Lost Increased

Each year many thousands of guilders are spent in campaigns to promote safety during and after working hours. Off-the-job safety, however, is an area in which the company can do little for direct protection of the worker. It is the employee who must see to his own safety by applying the good safety habits learned on the job.

The first six-months of this year showed a slight decrease in off-the-job accidents as compared with the same period last year. The figures are 137 accidents this year and 176 last year. This year there have also been fewer loss time injuries.

Normally this would indicate an improvement in safety. Actually, the number of work days lost due to off-the-job accidents this year has increased. Work days lost in the first half of 1966 amounted to 427 days while 1023 days have been lost in the same this year. This indicates that Lago employees have been involved in accidents of a more serious nature requiring extended absence from the job.

Five 30-Year Men

(Continued from page 2)

Weg Seroe Preto 58-A, San Nicolas.

The four 25-year men who received their service watches from President Murray this month are: Esmond G. Hodge, Medical - Hospital Kitchen; George A. Janson, Technical-Central Control House Project; Louis D. de Cuba and Leonardo Winterdaal, both of Mechanical-Welders.

Mijones di Tonelada den Haf di San Nicolas

(Continúa di pagina 3)

senta miles di cumpradornan potencial pa San Nicolas su tiendanan y pacusnan tur anja.

Un trabao importante di e grupo Marine ta pa percura pa tankeronan worde tratá di mas liher cu ta posibel. Por ehemplo un tankero di Creole ta biaha di La Salina (Venezuela) pa Aruba y bai bek den 2½ dia.

A. W. Kelley, Process Foreman, ta dirigi tur trabaonan maritimo. Supervisor di operacionnan di bapor ta Max D. Kock, kende tin asistencia di



VESSELS of varying sizes and from all over the world call at San Nicolas Harbor.

BAPORNAN di diferente tamanjo y for di tur parti di mundo ta bin na Haaf di San Nicolas.

Accidente Pafor di Trabao a Rebaha Pero Dia Perdi a Subi di Jan. - Juni

Tur anja compania ta gasta hopi miles di florin riba campanja pa promocion di seguridad durante y despues di trabao. Sinembargo seguridad fuera di trabao ta un terreno caminda compania no por haci muchu cos pa proteccion directo di e trahadornan. Ta empleadonan mes lo mester percura pa su seguridad, aplicando e bon costumernan di seguridad cual el a sinja na trabao.

E promer seis luna di e anja aki a mostra un bahamentu chikito di e cantidad di desgracianan fuera di trabao, compará cu e mes periodo di anja pasá. E cifranan ta mustra 137 desgracia a anja aki,

y 176 anja pasá. E anja aki tambe tabatin menos casonan di herida cu a causa perdida di tempu for di trabao.

Normalmente esaki lo a mostra cu ta un mehora di seguridad. Pero en realidad e cantidad di dianan di trabao perdi pa motibo di desgracianan fuera di trabao a subi a anja aki. Dianan di trabao perdi durante promer mitar di 1966 tabata 427 dia, mientras 1023 dia a bai perdi den e mes periodo di e anja coriente. Esey ta mostra cu empleadonan di Lago tabata involvi den accidentenan di tipo serio cual a resulta den ausencia largu for di nan trabao.

supervisornan na warda y despachadornan maritimo. Encargá cu tratamiento di tur trabao administrativo ta e seccionnan Operations, Shift Documents y Tripulacion di Barcu den Departamento Marine.

Pa ajudo directo na barcunan cu ta bin traca, e captan nan di Lago su tugnan, cu maquinista y contramaestranan, ta usa "Esso Oranjestad" y "Esso San Nicolas". A. H. Hoo ta captan di haf.

Trahando 24 ora pa dia, un grupo mobil di caporal y asis-

tentenan riba waf ta percura pa traca 1800 tankero tur anja, y nan ta percura pa conecta e tuberianan cu ta carga y descarga barcunan.

Dos Idea di CYI

(Continúa di pagina 1)

trabao riba e boilernan mester kita e tapaderanan pa pasa tubonan di e boilernan pa suela. Instalacion di proteccion cu riel ta evita cu un trahador por cai door di e buracunan, y asina e ta haci e lugar mas seguro pa trabao.



GRITOS DI alegria a resona na Baby Beach mientras como 250 mucha di Filomena College (di 1 te 6 klas) a pasa nan dia como huesped di Lago poco dia pasa.